

AUTOMOBILE NEWS AND GOSSIP

"Almost everybody has their own pet anti-freezing compound these winter months," says Dr. Charles G. Percival in his new book, "The Trail of the Pull-down," which deals with his 60,000-mile journey over all North America. Says Dr. Percival: "The three most common substances known to motorists outside of the many advertised compounds sold on the market are ethyl, alcohol, glycerine, and calcium chloride. Each has its advantages and each has its objectionable effect on rubber hose and connections. Glycerine is expensive and also decomposes at a high temperature with a most unpleasant odor. Calcium chloride sets up an electrolytic action on the metal composing the radiator tubes, so that the mixture is not chemically pure, as it generally is, it has a corroding effect on the tubes that means in the long run a new radiator. Alcohol, that is Ethyl alcohol or denatured alcohol is harmless while a corroding calcium chloride solution will often clog up the water pump. One part of denatured alcohol to three of water will not freeze until the temperature has dropped below zero and as the weather becomes colder the mixture can be increased in strength. A little instrument known as the pyrometer will aid in testing the mixture. If the temperature runs below zero to 15 below, 25 parts of alcohol to 75 parts of water will properly protect. Wood alcohol is not any cheaper than denatured alcohol, has a most unpleasant odor and softens the rubber connections."

"Hoch der Kaiser," the national "God Save the King," of Germany, is not one whit more popular among the automobile manufacturers of the fatherland than is "Down with American motor cars." Like several other European countries, notably England, Germany has taken up the fight against the ever-mening "American invasion" and automobiles manufactured in this country are far from popular with manufacturers here, according to H. B. Harper, export manager for the Willys-Overland Company, of Toledo, Ohio, who lately returned from a trip of several months abroad.

"American-made automobiles are to be discredited at any cost in Germany if the manufacturers of that country have their way," says Mr. Harper. "Newspapers are devoting both space and editorial columns to articles calling attention to the 'Yankee peril' and makers are devoting almost as much energy toward keeping out the foreign products as they are to the development of their own cars."

"Germany is as fully determined to out the American car as England, but the opposition there is even more virulent than in the British Isles," says the Overseas expert. "English engineers unhesitatingly admit that the popular American cars are excellent value, and make their argument against our output by declaring that the English are equally capable of producing them. But the Germans, fearful of losing prestige and business, are stubbornly emphatic in their declarations that a good car at a low price is impossible."

The Germans have not yet learned the lesson that several American manufacturers have known for some time that quantity production will allow of the highest quality at lower cost. They do not conceive of a single automobile factory turning out 50,000 cars in a season. This can be more easily understood when German statistics are seen. There are 30 automobile plants in the fatherland with a capacity for this year of only about 20,000 cars, while the Overseas factory alone will make 40,000 in the same period."

"The car of the future is an Overland touring car belonging to E. F. Sawyer, of Cadillac, Mich., by an enthusiastic woman motorist of Toledo, Ohio. The car made twenty-five miles in three hours through some of the worst sand roads I ever saw, near Cadillac, recently," writes the fair motorist "fan" to G. W. Bennett, vice president of the Willys-Overland Company. "There wasn't a foot of the journey that wasn't typical Michigan desert and any one who has seen the jackpine wastes of this region knows that this means a lot of extra work at all times and occasional holes that resemble nothing so much as the bottomless pit."

"Seventeen thousand miles is the distance I have run my Goodyear tire on my car," said R. Parker Smith, of Fort Wayne, Ind.

"My odometer has registered 17,000 miles already, and I candidly believe I can get 20,000 miles out of the non-skid tire."

"The talk about the high cost of tires has had no attention for some time," continued Mr. Smith. "I believe the cost is due, in most cases, to the lack of attention of drivers. I usually keep my tires inflated to the proper pressure and have never been bothered with underinflation troubles. There has never been an instance of such a thing as a loose tread or a broken side wall since the air pump has been faithfully used."

Just what the "service" given by the maker of a high-grade motor car to his customers amounts to was illustrated in New York not long ago when a purchaser of a 1912 Peerless "50-St." was about to sail for Europe.

The big car was loaded by a derrick and swung over the dock. The fact that it suddenly fell to the hold. Naturally some repairs were necessary, and as the ship was just about to sail, it looked though the owner would be seriously inconvenienced.

to the sunny South and paintings of the famous beach at Ormond, Fla., where numerous world's speed records were made; Savannah and other Dixie points of interest will be depicted.

"These paintings will adorn the walls about the picturesque holes setting in which the cars are to be shown. There will be much trellis work, flowers in profusion, and a general outdoor atmosphere in which the cars will show to best advantage. It is freely predicted by the show management that the palace will present a prettier interior than has graced any previous show held in the great marble structure.

Details of the Madison Square Garden decorations have not been made public, but the color scheme is to be worked out in gold and white. It is interesting to note that the two buildings will vie with each other, not only in the exhibit of cars, but also from a decorative standpoint, as rival artists and architects have been retained to prepare each building, which of the two will prove the prettier will be left to the public to decide, and naturally each group of artists will make an especial effort to produce their best.

In the Olympic show held recently in London, continental Europe as well as the British Isles paid high tribute to the invention of an American, Charles Y. Knight, by exhibiting chassis equipped with the Knight sleeve-valve motor. Seven companies making Knight engines machines displayed cars without bodies, three of them making exhibits in the big show of Great Britain for the first time. The latter were the Martin, of Switzerland; Mathis, of Germany; and German, of Belgium. Each had one chassis at the London show that attracted more than ordinary attention from the throngs of critics.

Other Knight engines shown were those of the Panhard Company, of France; Minerva, of Belgium; Mercedes, of Germany; and Bayard, of France. The Panhard and Mercedes people displayed one chassis each, the Minerva four, and the Bayard two. Another new Knight-engine car that has created a sensation in Europe is the Fiat-Knight, made at Rheinfelden, Austria. It is a 25-horsepower automobile and will make its debut at the Paris salon December 7-22. The company making this machine has the rights of the Knight invention for Russia, Austria and will have agencies in St. Petersburg, Moscow, Berlin, Vienna, Carlsbad, Hohenheim, Prague, Leipzig, Klagensfurt, and Budapest.

Data received by American manufacturers of cars on the London show indicates that the same difficulties that confront the National Association of Automobile Manufacturers in housing the annual national show at Chicago were met and only partially surmounted in the world's metropolis. Because of the record competition for space at the great Western Hall and the inadequacy of the floor area to accommodate all the exhibits, the authorities were compelled to restrict some of the large manufacturers to the "irreducible minimum" and request that only two or three of the many models they market be placed on view.

Forty minutes were clipped from the Los Angeles-San Francisco record over the inland or valley route last week by a 1912 Cadillac car driven by Charles Soules, a well known racing driver. The Cadillac, which left Los Angeles at 5 o'clock Thursday morning, arrived in San Francisco at exactly 11:05 o'clock in the evening, setting a new mark of seventeen hours and five minutes for a distance of about 300 miles.

The car driven by Soules was the one that covered 511 miles of the roughest mountains and desert roads in the Los Angeles-to-Phoenix road race a few days before and finished in perfect mechanical condition. During the Los Angeles-San Francisco run no repairs were necessary.

The business and industrial world in general is constantly demanding increased efficiency, not only as applied to employees, but also in equipment and the matter soon resolves itself into a "survival of the fittest."

Transportation, for a specific instance, has always presented insurmountable difficulties. This is particularly true in certain lines such as large construction work where the railroad or base of supplies is far removed from the scene of actual operations.

Many new labor saving devices have been adopted by construction engineers during the last few years, but none have been so decided a factor in the saving of time and labor and therefore money, as the motor truck of large capacity.

Motor truck efficiency of a very high order was recently shown by a locomobile five-ton truck which is working on a big construction contract at Woodbridge, near New Haven, Conn., where the C. W. Blakelee Construction Company is building an immense storage dam for the New Haven Water Company.

The site of the dam is about nine miles from the city and to reach it a road must be traversed in which are quite a number of steep hills and many soft stretches.

Long Timbers Used.

Among the various supplies used on the work were long timbers, weighing about

heavy. The record was broken in spite of the fact that, in many places, was like a sea of mud, that much time was lost in turning out for teams and that three men were carried much of the way, as a pilot was frequently necessary.

The record of seventeen hours and forty-five minutes shattered by Soules in the 1912 Cadillac was one made by another Cadillac a year ago. That mark was made by Benard when the latter was cleaning up all the records of Northern California, so apparently it took a Cadillac to beat a Cadillac.

Mr. E. A. Nelson, the chief engineer of the Hipp Motor Car Company, has given up the active duties of that office and assumed the title of consulting engineer. The position of chief engineer will be taken over by F. E. Watts, his former assistant, and Don T. Hastings, formerly of the Packard Motor Company, will succeed to the title of assistant chief engineer.

Together with General Manager C. D. Hastings and Export Manager C. H. Dunlop, Mr. Nelson will sail on November 28 on the steamer George Washington of the North German Lloyd for the Paris show which opens December 7 and continues until the 22.

The party will spend the month of December visiting the show and some of the cities of continental Europe, returning by way of London in time for the opening of the New York Automobile Show. Mr. Nelson will return in February.

"The day of the automobile as a strictly summer recreation or business vehicle is gone," says President James I. Handley, of the American Motors Company, of Indianapolis. "Fall and winter motoring, either for local pleasure or business use, or for long-distance touring will be as popular this year as in summer driving, and I look for the development of the motor car for year-round use as the natural trend of the industry."

"The American has already taken this step. In the introduction of the closed cars which, within a few weeks, took a foremost place in public favor. Since the announcement of our American tourist limousine and our American scout coupe the greatest interest has been centered in the models and we are daily receiving many rush orders for the cars."

Transcontinental touring never was so popular as it has been the past season. No less than twenty individual motorists have journeyed by automobile from the Atlantic to the Pacific Coast and one trip was accomplished by a motor truck. According to E. K. Rinder, of Los Angeles, Cal., who just completed a 4,100 mile trip from the Pacific Coast in a Simplex car and who is now in New York City, there were even more than twenty transcontinental trips made by private owners of cars. Numerous touring information bureaus and various automobile clubs along any one of the several possible routes have obtained information regarding roads and by consulting the secretaries of these organizations, from point to point, the motorist can find out just what detours to make in order to avoid the bad or impossible sections.

Mr. Rinder, accompanied by his wife, left Los Angeles late in September and completed the trip in twenty-five days. About every possible condition of road was encountered. The route ran via Phoenix, Ariz., Albuquerque, N. Mex., Las Vegas, Trinidad, following the Santa Fe Trail to Kansas City, Chicago, Toledo, Cleveland, Buffalo, and Boston, the total distance to the metropolis being about 4,100 miles. The touring party found that the price of gasoline was most flexible, for in the Arizona desert at a point one hundred miles or so from a railroad station, the fluid is evidently precious and cost them 75 cents a gallon.

Two hundred pounds. In order to facilitate the transportation of these enormous timbers, the Blakelee Company has a trailer of special design built for the motor truck.

This trailer, which weighs 3,000 pounds unloaded, is so built that a portion of the load is carried on the trailer and part on the truck proper, this being made possible by a turning swivel placed on the platform of the truck.

This trailer, of course, intended for use with trucks already in the service of the Blakelee Company, but it was soon found that a more powerful truck was necessary and it was at this juncture that the locomobile five-ton truck was placed on the work.

This truck made several trips to the dam each day, carrying ordinarily twelve of the giant timbers, making a total of 20,000 pounds or over ten tons. These timbers were loaded by means of a derrick and although this operation consumed about twenty minutes, the trips were made in about an hour and a quarter.

The regular roads are very bad and as the site of the dam is approached it is necessary to cross open fields, there being no roads or descriptions.

The work of the locomobile truck is being watched closely and those who have seen it in this service have expressed their surprise at the ease with which it handles the massive timbers.

Never Uses His Full Name.

H. E. Warner, who will star jointly with Laura Hope Crews in "Blackbirds," never uses his full name on the stage, although he has no particular reason for confining himself to initials. Mr. Warner's stage name is Harry J. Byron, the English playwright who wrote "Our Boys."

Cochran & Harris announced last week that, owing to repeated requests for bookings of "Broadway Jones" from out-of-town managers, they would organize a special company to present Mr. Cochran's latest play, the larger one, two, and three night acts.

CLIMBED OVERLOOK IN LOCOMOBILE

Remarkable Trip Through Heart of Rip Van Winkle Mountains Without Trouble.

From the Albany Argus.

Catskill mountain-climbing has been neglected by most Albany automobilists, but Mr. and Mrs. Joseph B. Taylor recently made one of the most interesting trips of the season through Rip Van Winkle's hills and climbed Overlook Mountain, 3,300 feet high, in their new Locomobile.

The trip occupied three weeks and covered 72 miles of the most historic and beautiful section of the mountains. The section, that has been colored in fiction by Irving and Cooper, and sung by the early American poets. Although less than fifty miles away, the heart of the Catskills has not been explored by the scores of automobilists who go week-end after week-end to the Berkshires. The mountain roads are largely responsible for the neglect of the Catskills by automobilists, for a machine that can be depended upon to reach the inaccessible mountainous fastness of the Catskills by hill climbing of the most strenuous sort is not easy to find. Mr. Taylor, however, who is a well known local automobilist, which he was confident could stand the test and come out without tire trouble or undue strain. This machine is a handsome new touring car that came rolling up from the foot of the long jump in as fine condition as it had gone forth, three weeks ago.

Mr. and Mrs. Taylor, with Mr. and Mrs. William Briggs, of New Rochelle, as their guests, started bright Monday morning and drove to Renessaerville, then over to Oak Hill and up to East Windham. That afternoon they drove to Prattville and on to Stamford, stopping at the Reamers overnight.

The following day the party returned to Prattville, and, following the Schenck Creek, drove to Lexington, to Hunter, to Canaanville and Hainesville, and from there up to the Catskill Mountain House, where one of the greatest views on the American continent is to be had. From the "Old Mountain House," as it is known, they drove to the palatial Kaaterskill Hotel, spending the night there.

The next day the party drove to Tannersville and down through the Stony Cove to Phoenicia, and up the Big Indian Valley, the foot of Slide Mountain. There two days were spent, one of which was occupied by making the ascent of Slide Mountain. The party tramped up to the top, 4,125 feet. This was a four hour steady climb and from the summit a most magnificent view of the entire range of the Catskills can be had. From Big Indian valley the tourists drove by way of Brown Station to Phoenicia, and visited the great construction work of the Ashokan dam, part of the enormous water system that is to supply New York.

The next stops were made at West Hurley and at Woodstock. From Woodstock Mr. Taylor drove this new six-cylinder Locomobile of his up to the top of Overlook Mountain, 3,300 feet high. The ascent of this mountain is for a long miles long, a steep and winding mountain road with 167 water brakes in all. The trip up the mountain with a team of horses takes four hours. This Mr. Taylor drove in twenty-five minutes. There are few harder tests of a car that could be devised, to show the stuff of which it is made and whatever durable qualities it has, for the wear and tear of these mountain roads require even in the mountain wagon the strongest and best construction.

ANN HAMILTON MAKES PLEA FOR CORRECT BREATHING

"The singer and actor, on account of their professions, become practically professional breathers. Whether consciously or unconsciously they become deep breathers. Air is life, voice is air and voice production is the ability to manage air. I firmly believe that if our children's schools were taught to breathe properly, in fact, were even taught to breathe improperly, one-half or more of the dreaded white plague victims would disappear. We now take care of children's teeth in school, why not their lungs?"

"A child in its cradle breathes properly; you can see its little stomach is moving up and down, which shows correctly that it is breathing. A child's diaphragm and in doing so, all the air cells are being used to inhale oxygen, which is used for the enriching of its blood. If this were done at night, place one hand lightly on the abdomen and observe on the chest, and we will observe that we are breathing just like the babies in nature's way."

"On arising, however, the great majority reverse this order to become only partial, or upper chest breathers; in other words, just enough air to sustain life. Correct breathing is health and strength."

MME. ALDA SOON TO ASSUME GREAT ROLES

Mme. Alda is probably the youngest of the prima donna of note at the Metropolitan Opera House, hence she is not so eager for the fray and the glory of battle raging around about the pros and cons of artistic singing. She is content to be young, charming, and interested in everything making for the joy of living, without going deeply into unprofitable controversies.

Just now she is interested in her fall concert tour, which has been one of the most remarkable in the history of American artists under the management of Frederic Perry, and which she has brought to a close at the Columbia Theater November 23, in order to permit of her keeping her operatic engagements. She is interested in knowing how the New Yorkers will receive her Roxane in Damrosch's new opera, "Cyrano," how the Bostonians will appreciate her assumption of the role of the heroine of "Madam Butterfly," which she is to sing for the first time at the Boston Opera House.

It is an event to which all her friends will look forward with anticipation, for the singer has every requisite for the part, including that rare sine qua non temperament.

Elman's Finger Callisthenics.

How would you like to hold your hands before you and put your ten digits through a series of callisthenics for half hour periods three or four times a day? Sounds like a tedious proposition. However, Mischa Elman, the great Russian violinist, who will play a concert here this week at the National, finds the utmost gratification in such procedure.

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No-Rim-Cut Tires 10% Oversize A Million a Year

This year's sales on Goodyear tires will exceed a million casings. The present average is 100,000 automobile tires a month.

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All because these tires—after 13 years—represent the last word in tire making.

Our patent type—the No-Rim-Cut tire—ends forever all rim-cutting troubles.

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Since the vogue of odometers—since 1909—our tire sales have multiplied 12 times over. Because motorists know now—by measured mileage—what the Goodyear economy means.

Your own odometer will sell you these tires when you once let it make comparisons.

Write us for the Goodyear Tire Book. Come and see the tires.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

THE GOODYEAR TIRE & RUBBER CO., 1018 14th Street N. W.

NOTES OF THE STAGE.

"Milestones" is to remain in New York indefinitely.

William Gillette is said to be looking for a good play.

Margaret Anglin is doing a big business in her old comedy songs, "Green Stockings."

Beebohm Tree is to make a visit of two weeks over here for investigating purposes.

It is rumored that Fritz Scheff is to return to the Metropolitan Opera Company in light opera roles.

Joseph M. Gaites is going to give a special performance of "Our Wives" in New York jail, where an alimony club composed of delinquent husbands is confined.

Laura Hope Crews and H. B. Warner in "Blackbirds" will be supported by the strongest cast Henry Miller has assembled in many years. The two roles next in importance to those played by the stars have been entrusted to that eminent English actor, Sidney Valentine, and the famous character actress, Mme. Mathilde Cottrell.

Adelle Ritchie, who has now returned to the management of the Mecca Theater and is appearing with Sam Bernard in "All for the Ladies," expresses herself as delighted with getting back into regular musical comedy work.

Mrs. Dabbe, whose dancing is one of the special features in the production of "The Merry Countess" at the Casino Theater, New York, is the proud possessor of a cane which she declares to be the original "big stick." This cane was once the property of Henry Clay and was given by that famous statesman to the first President Harrison. From the hand of President Harrison it came into the possession of Daniel's maternal grandfather.

Beginning Saturday, November 30, and every Saturday morning thereafter at 11 o'clock a performance of "Snow White and the Seven Dwarfs," dramatized from the Brothers Grimm's fairy story will be given at the Little Theater, New York. These Saturday morning shows have been made necessary by the demand for seats which cannot be filled at the regular matinee. No performance of "Snow White" have hitherto been given on Saturdays, as it is desired to give one matinee a week of the evening bill, Schmitt's satiric comedy, "The Affairs of Anstolt."

May Irwin is to have a vaudeville engagement in "Mrs. Peckham's Carouse."

Billy Burke's season in New York in "Mind-the-Paint-Girl" has been extended to January, when she will go upon the road.

Cecilia Loftus will begin her season early next month. She will give imitations of Maude Adams, Nazimova, Jane Cowell, Julia Marlowe, Elsie Janis, Mrs. Patrick Campbell, and Sarah Bernhardt.

Frank Baum, the author of the "Wizard of Oz," has a new musical play called "The Tik-Tok Man." Louis Gottschalk is the composer. The play will be given in February in Los Angeles under the direction of Oliver Morosco.

Mrs. Fluke began her season in New York in a new play by Edward Sheldon, called "The High Road." It is a story of a woman's life, in which she fights her way upward to a happy and successful career. Frederick Perry, Charles Waldron, and Arthur Byron gave the support in the roles of the three men having most influence upon the life of the heroine.

Above the Average.

From Judge's Library.

Mrs. Wayrup—How much sleep do I need, doctor?

Doctor—Well, the average person needs about seven hours.

Mrs. Wayrup—Then I shall take about fourteen. I consider that I am that much above the average.

Reversing Things.

From Judge's Library.

Hewitt—What do you think of this suffragette business?

Jewett—If it is carried to its logical conclusion, it will result in women putting her money in her husband's name.

Thursday evening Walter Meadway, secretary to President-elect Woodrow Wilson, had a box party of newspaper men at the New York Hippodrome. Mr. Meadway was especially taken with the Scotch scene and the dancers and pipers.

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Each block widens out at the base, so the strain is distributed over the fabric the same as with smooth-tread tires.

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Auto Supplies Of Every Kind Always Here. DAVIS & CHILDS 1206 Eye St. N. W. We Give Herald \$25,000 contest votes.

Warren Motor Sales Co. Has Removed to 1610 14th Street N. W. Phone North 3997. "BUY A WARREN AND BE A WINNER" We give votes in The Herald \$25,000 contest.

Watch for Our Ad in This Sunday's Star The Washington Motor Car Equipment Co., 1317 New York Ave. North 8th St. N. E. Ave. near 10th St. We give votes in The Herald \$25,000 contest.

Seamless Tires Agency for Guaranteed against defects for 5,000 miles. Absolutely hand-made. Call and see them. FKB (Firmly) (1348 & Fickling Co. We Give Votes in The Herald's \$25,000 Contest.

Efficiency in Motor Trucks Shown in Construction Work The business and industrial world in general is constantly demanding increased efficiency, not only as applied to employees, but also in equipment and the matter soon resolves itself into a "survival of the fittest."

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